

FIG.1

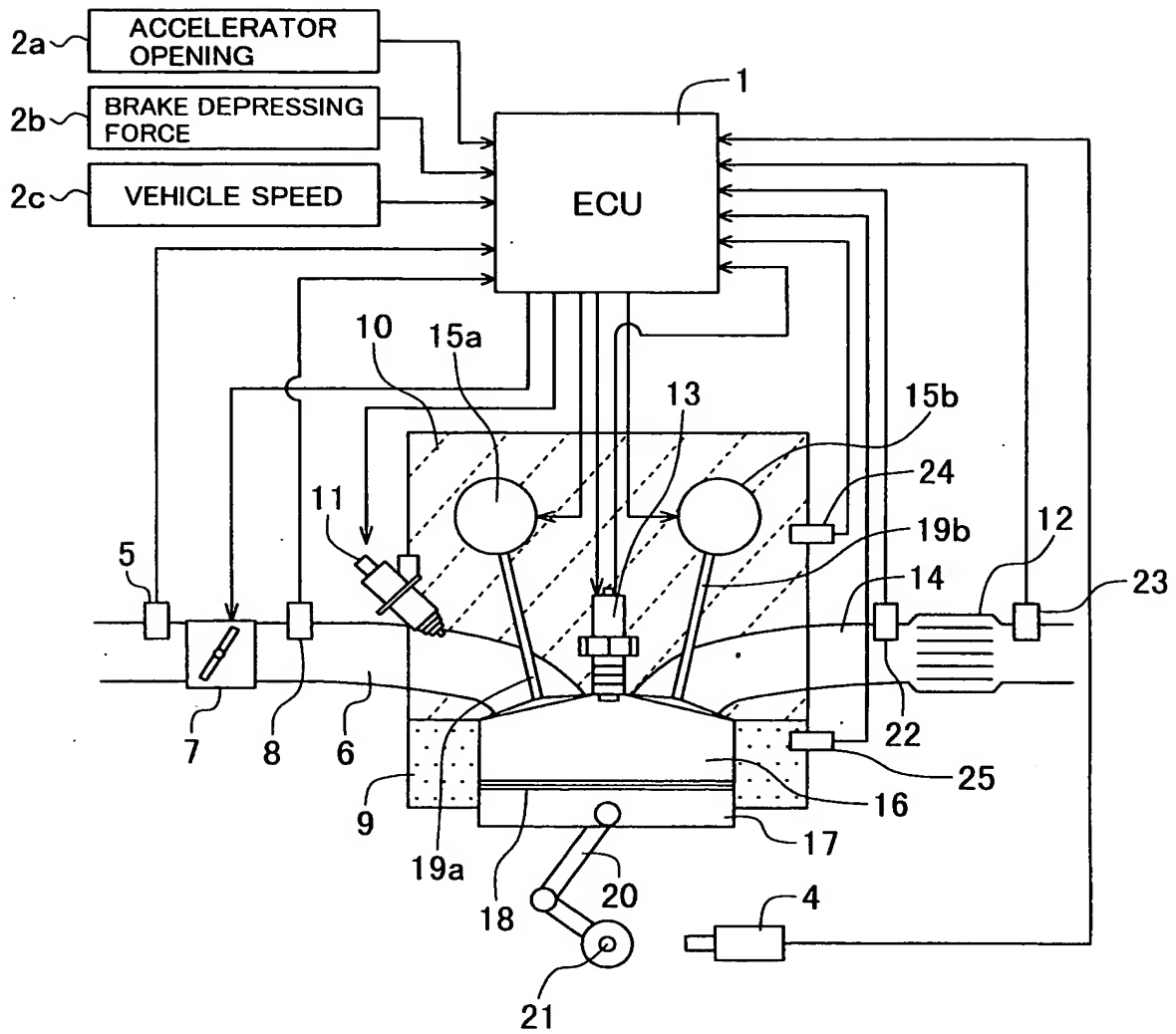


FIG. 2

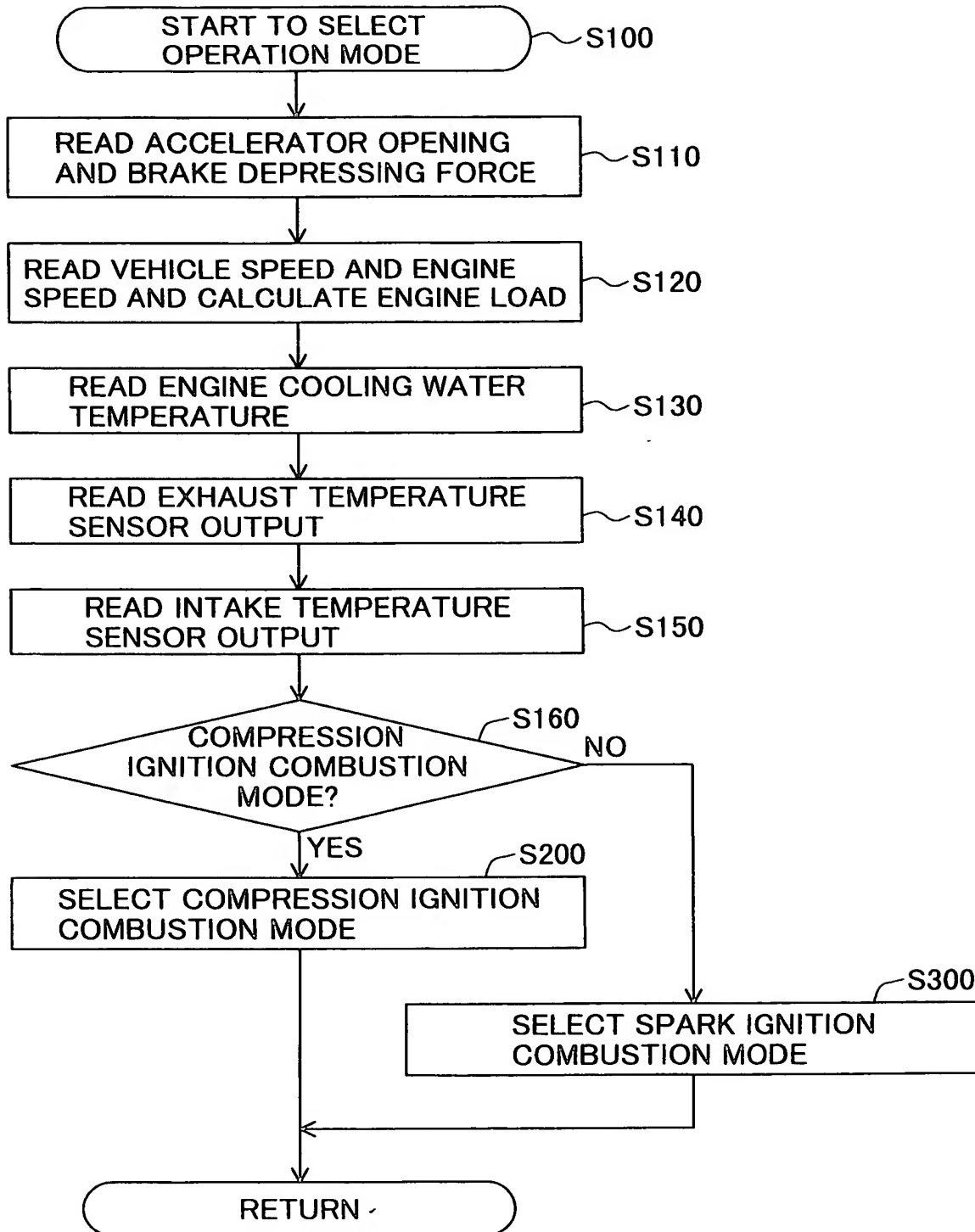


FIG.3

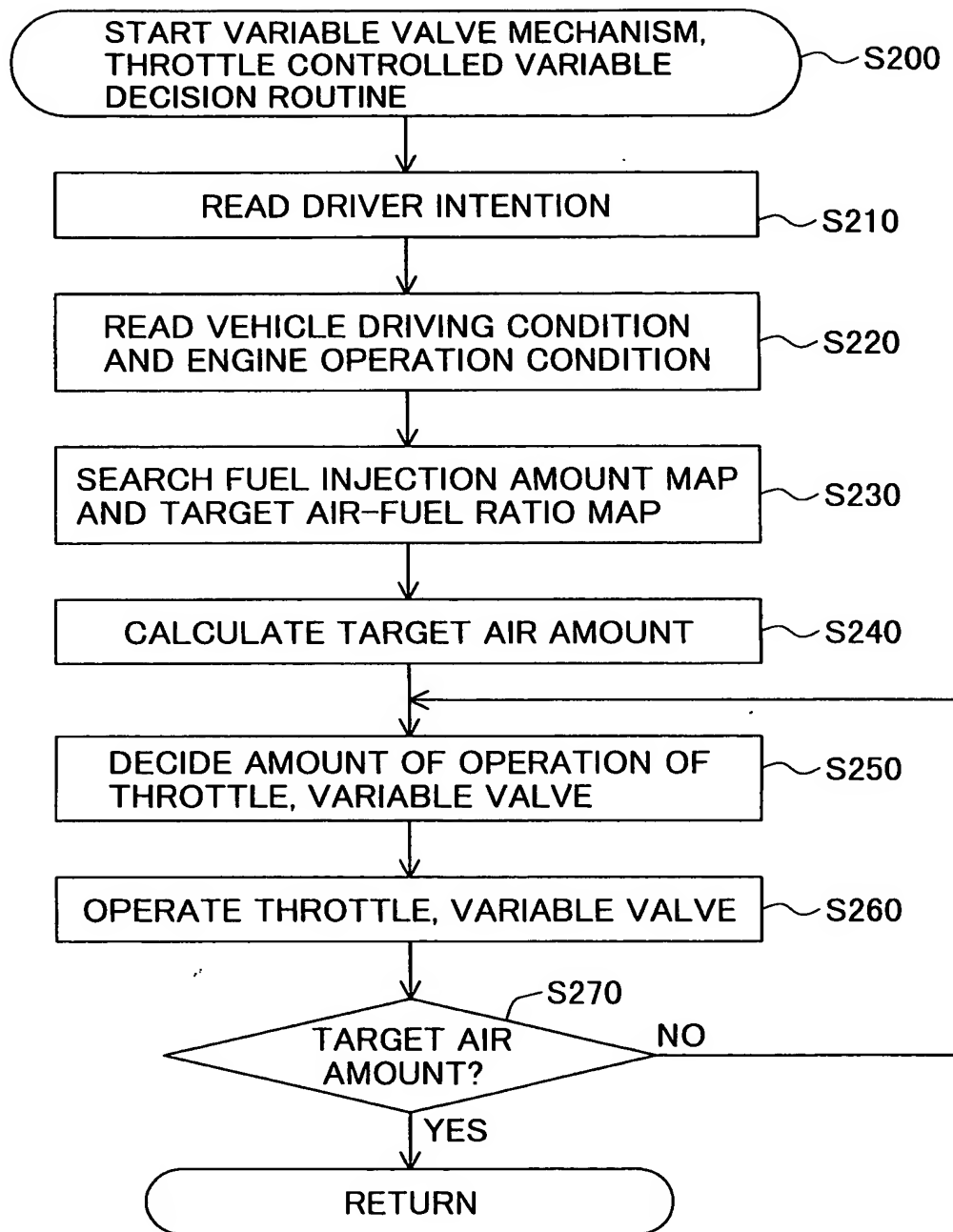


FIG.4

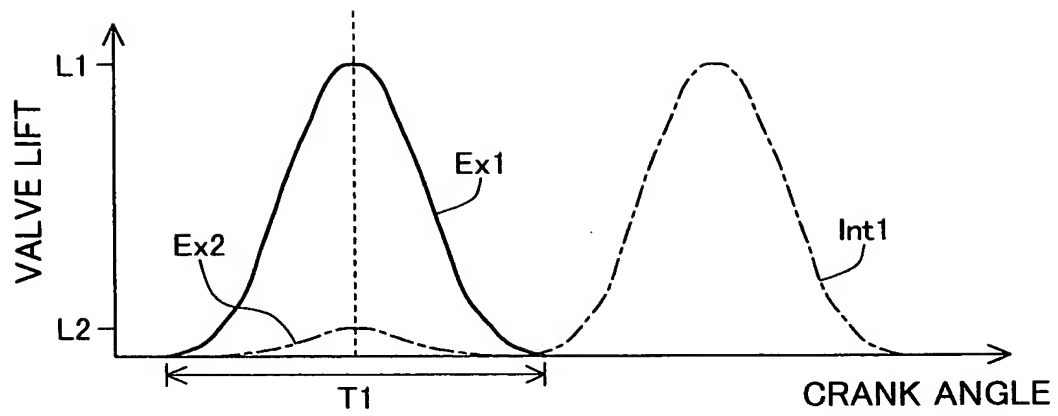


FIG.5

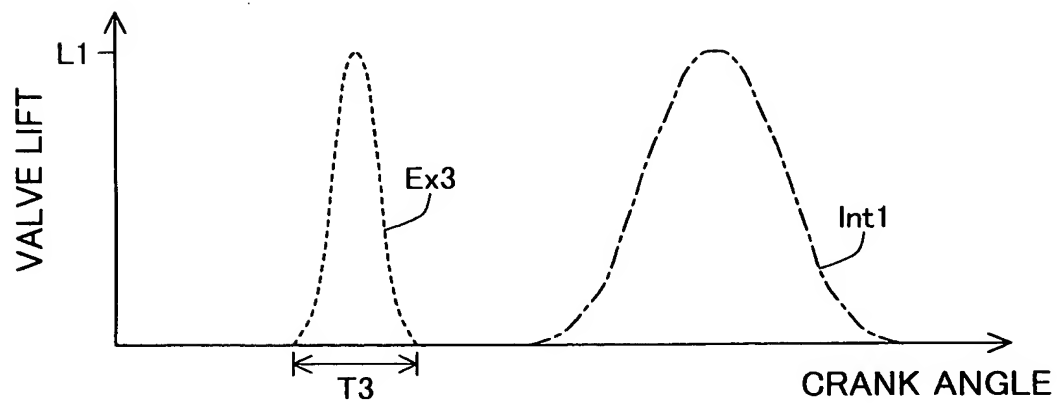


FIG. 6

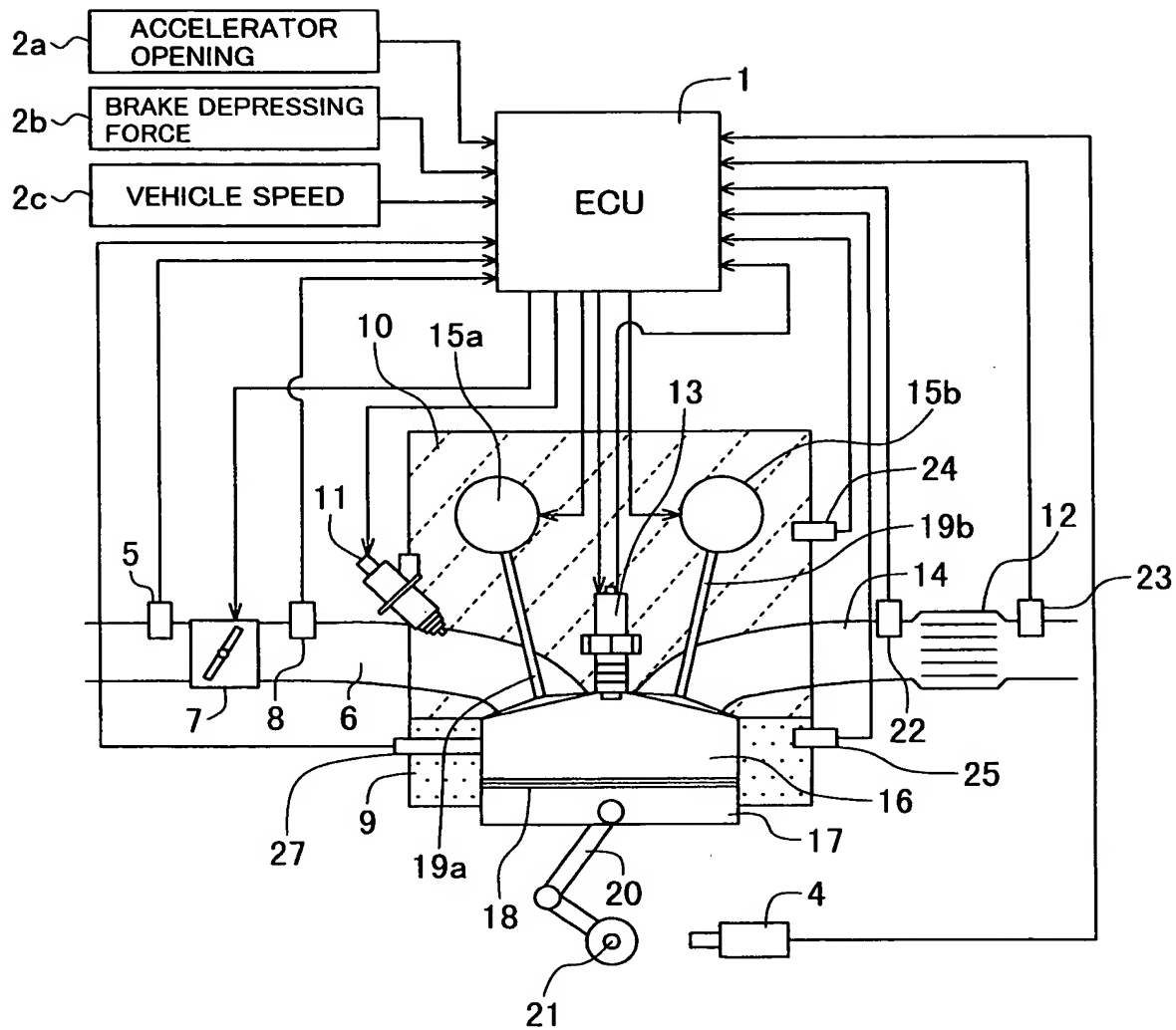


FIG.7

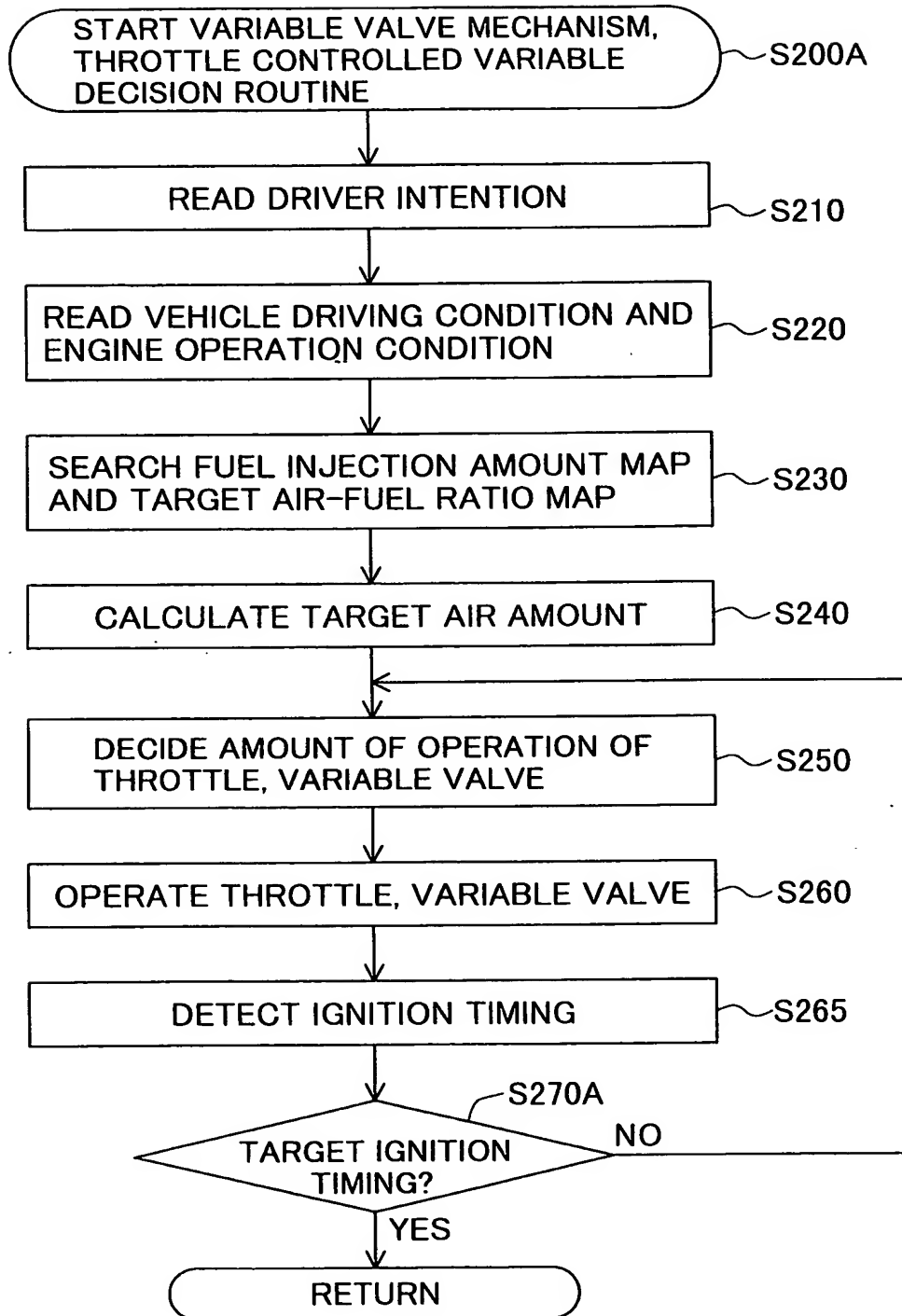


FIG.8A

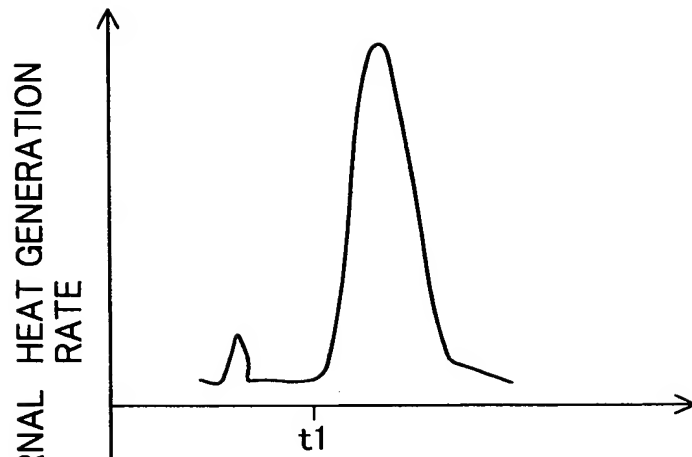


FIG.8B

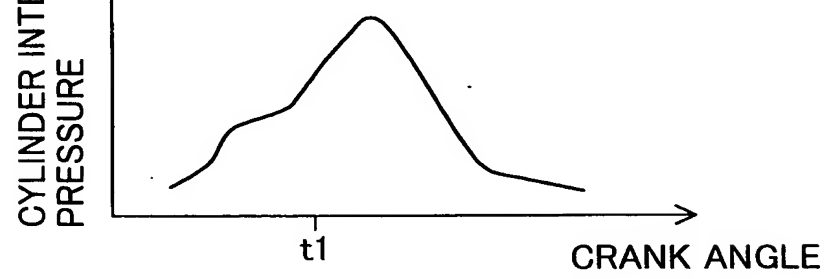


FIG.9

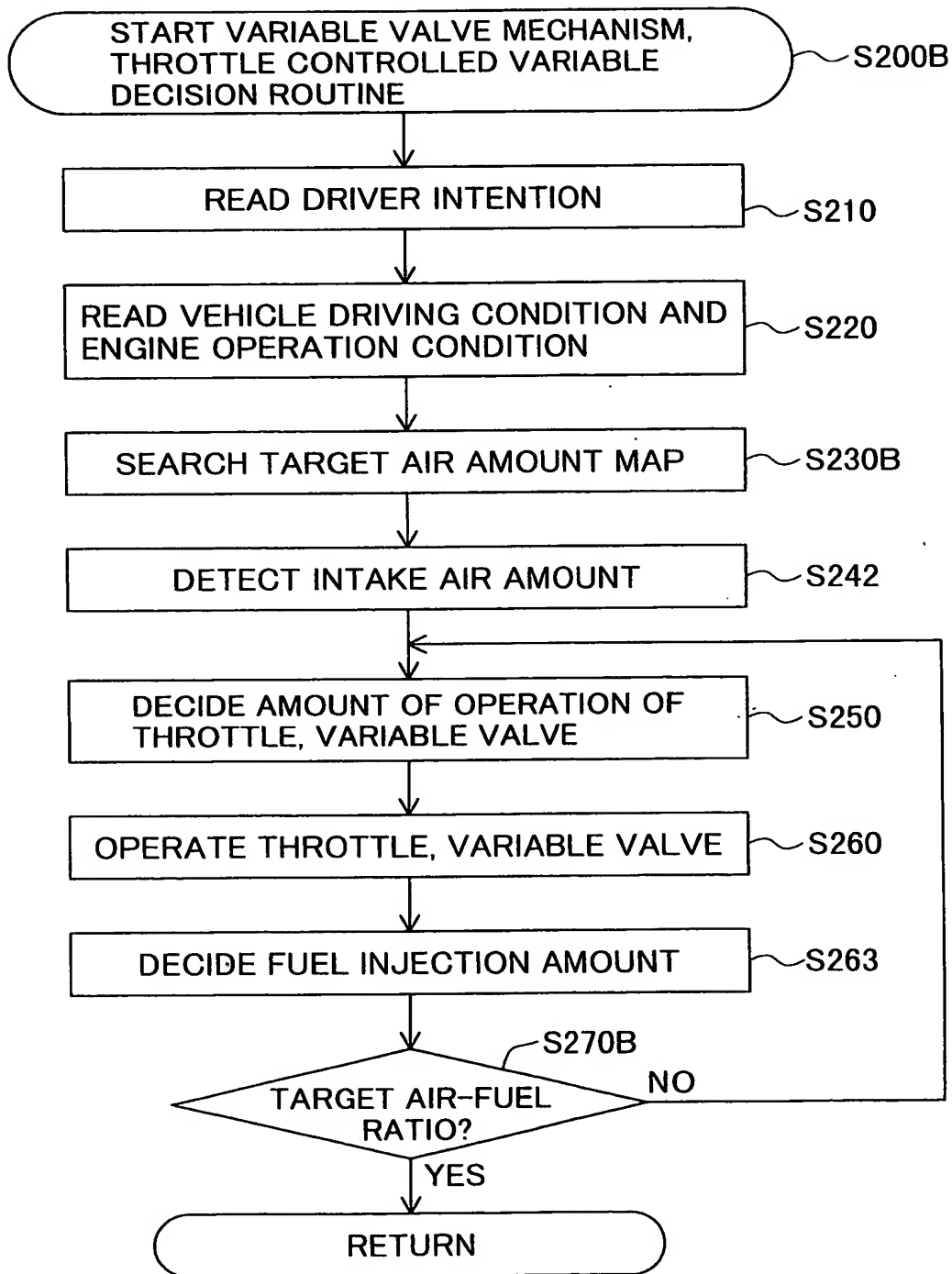


FIG.10

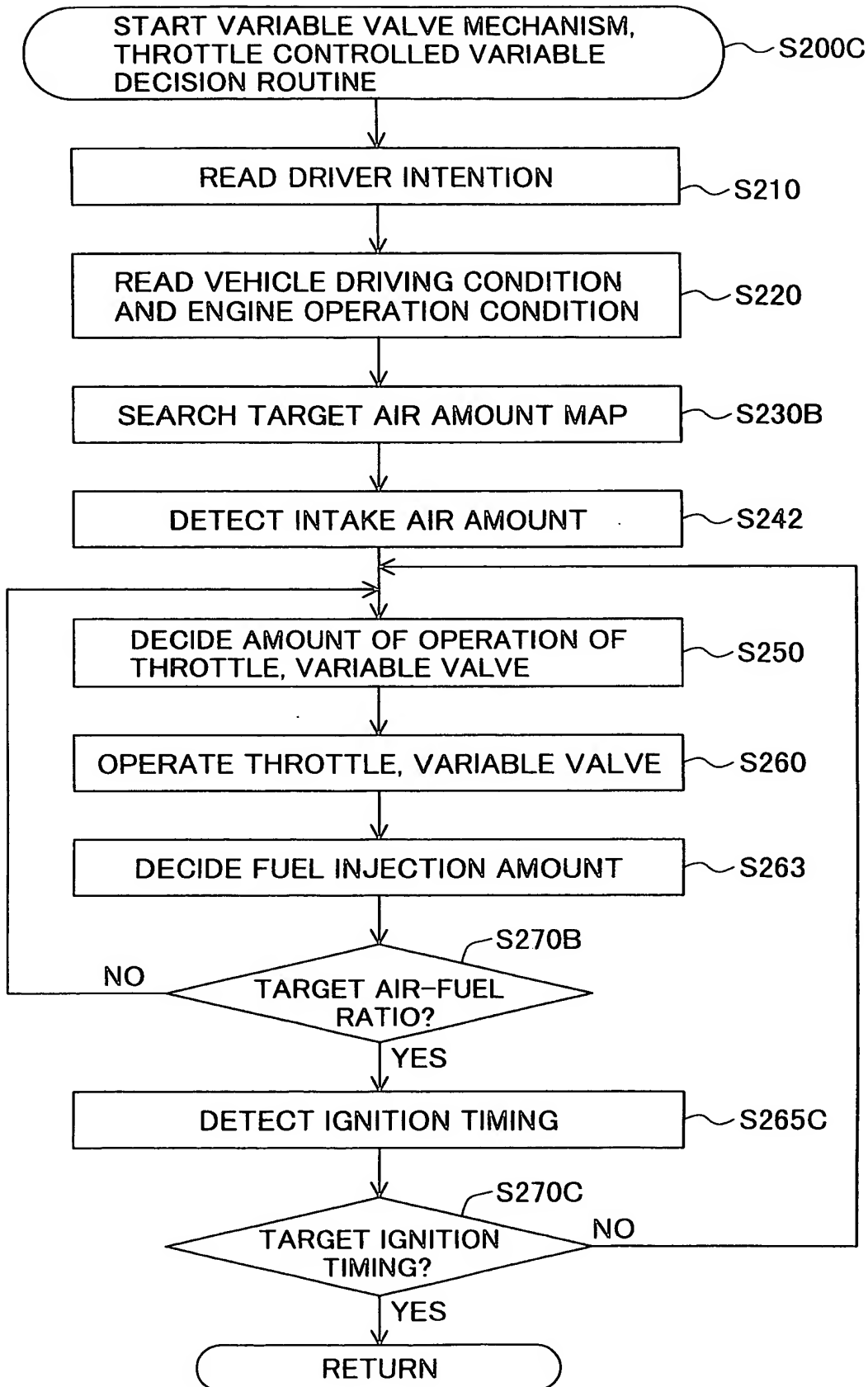


FIG.11

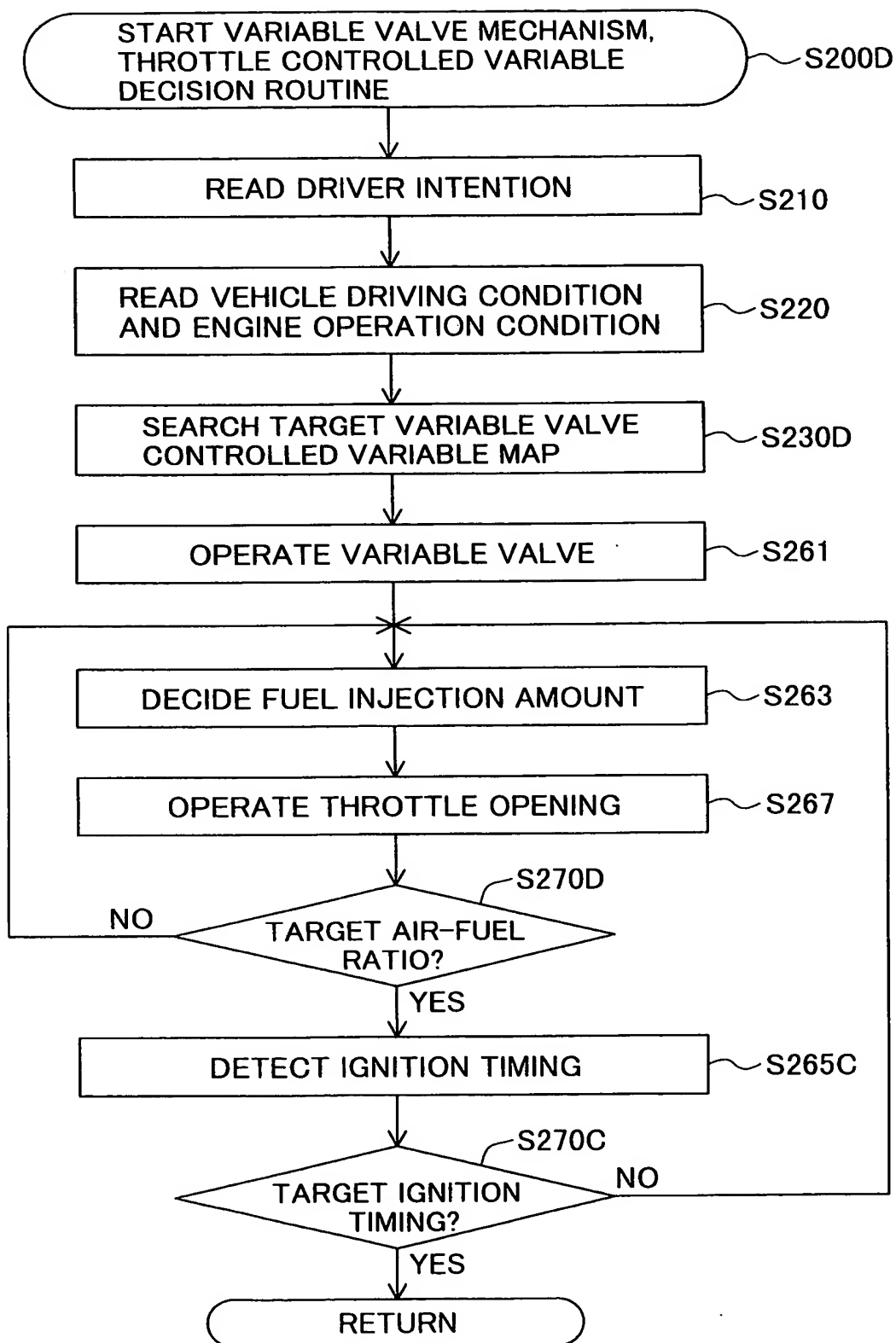


FIG. 12

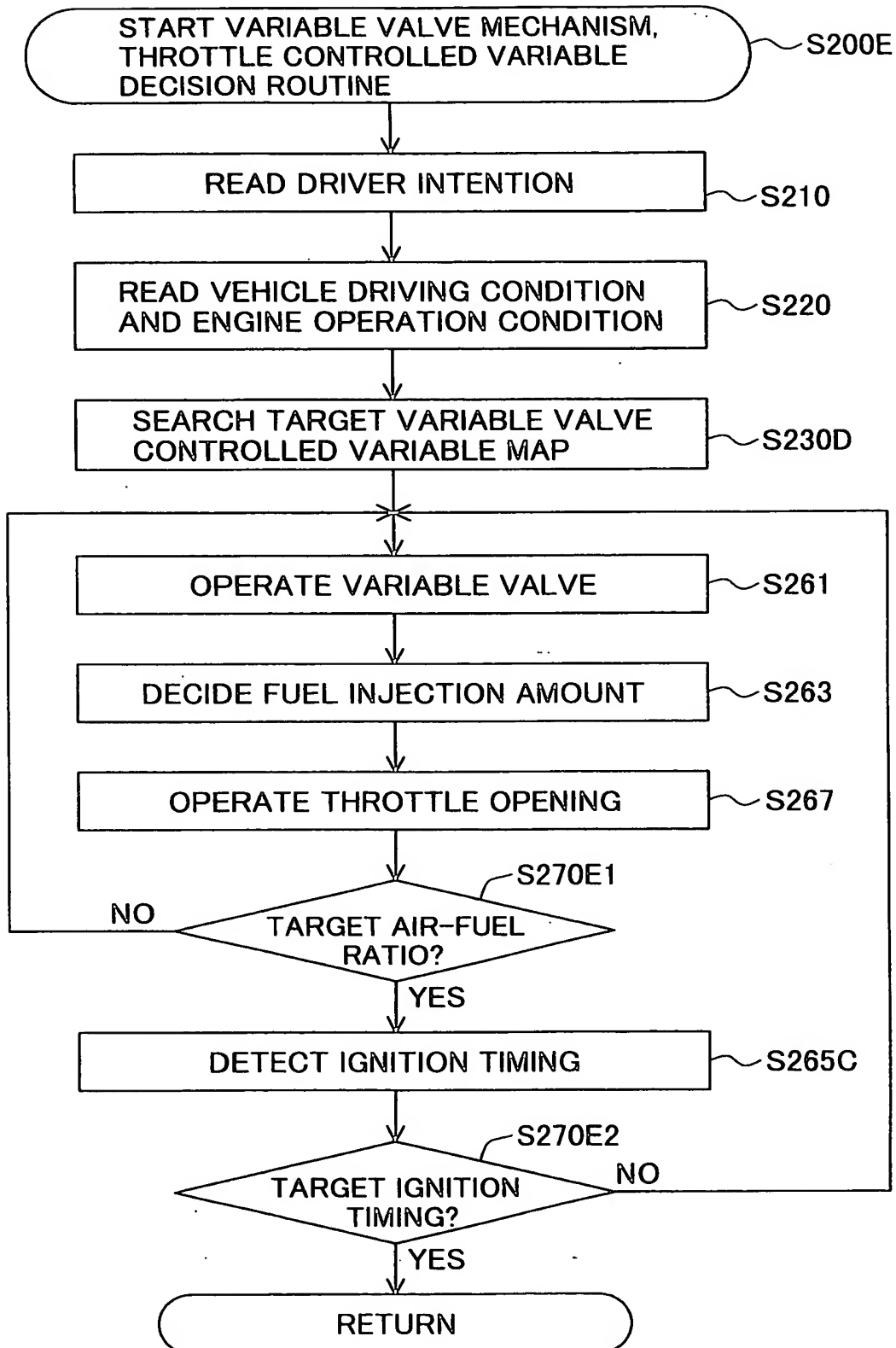


FIG.13

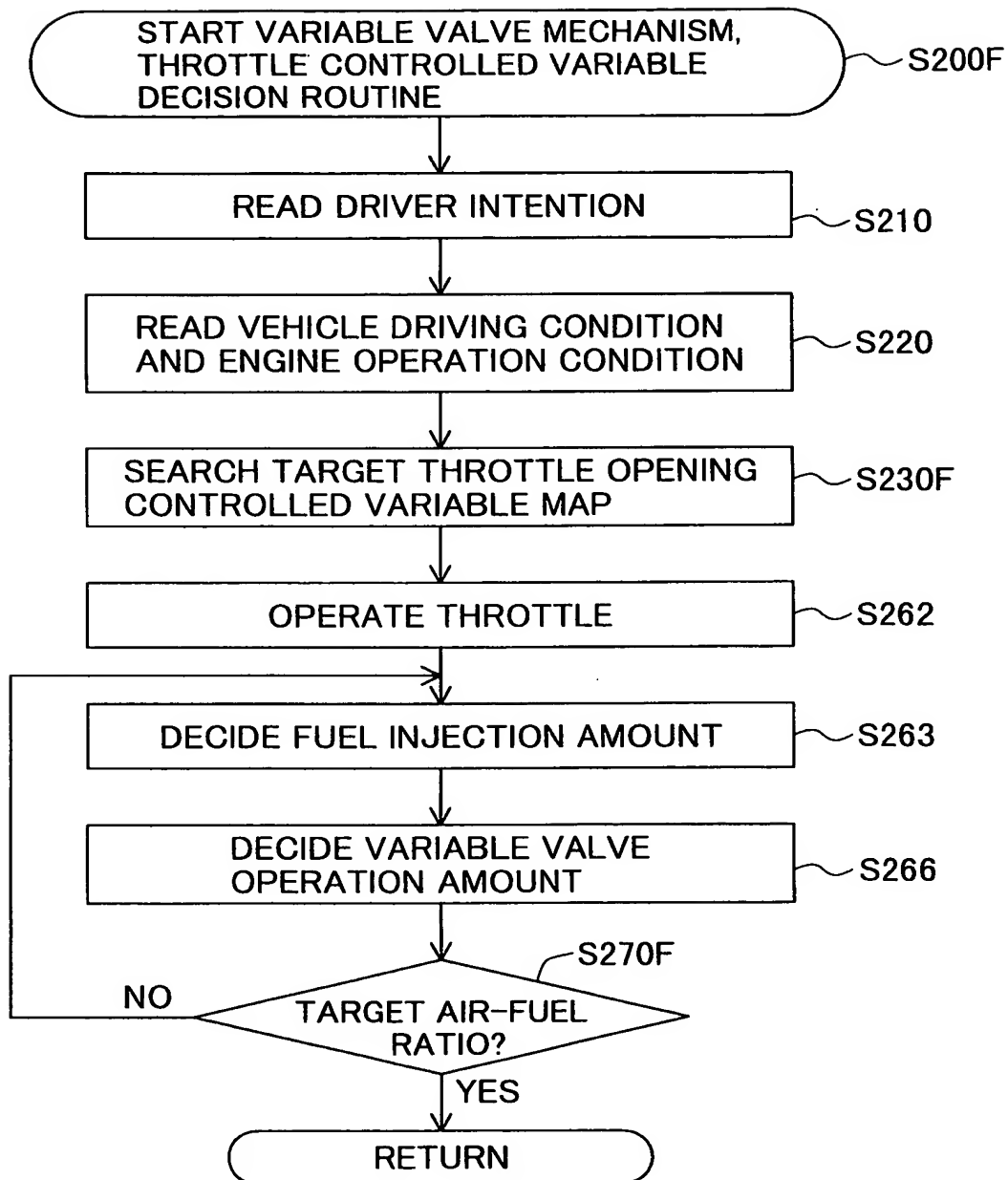


FIG. 14

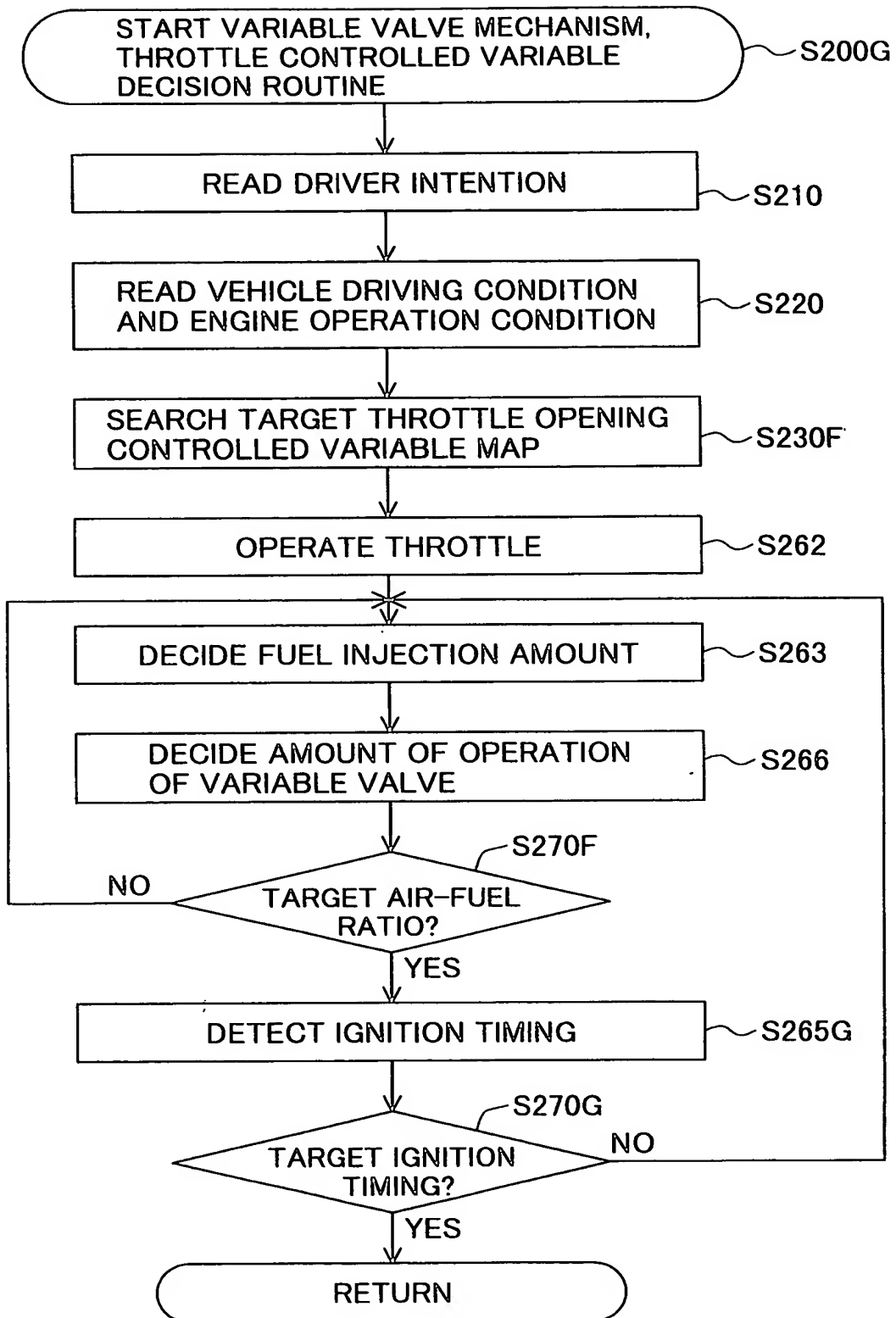


FIG. 15

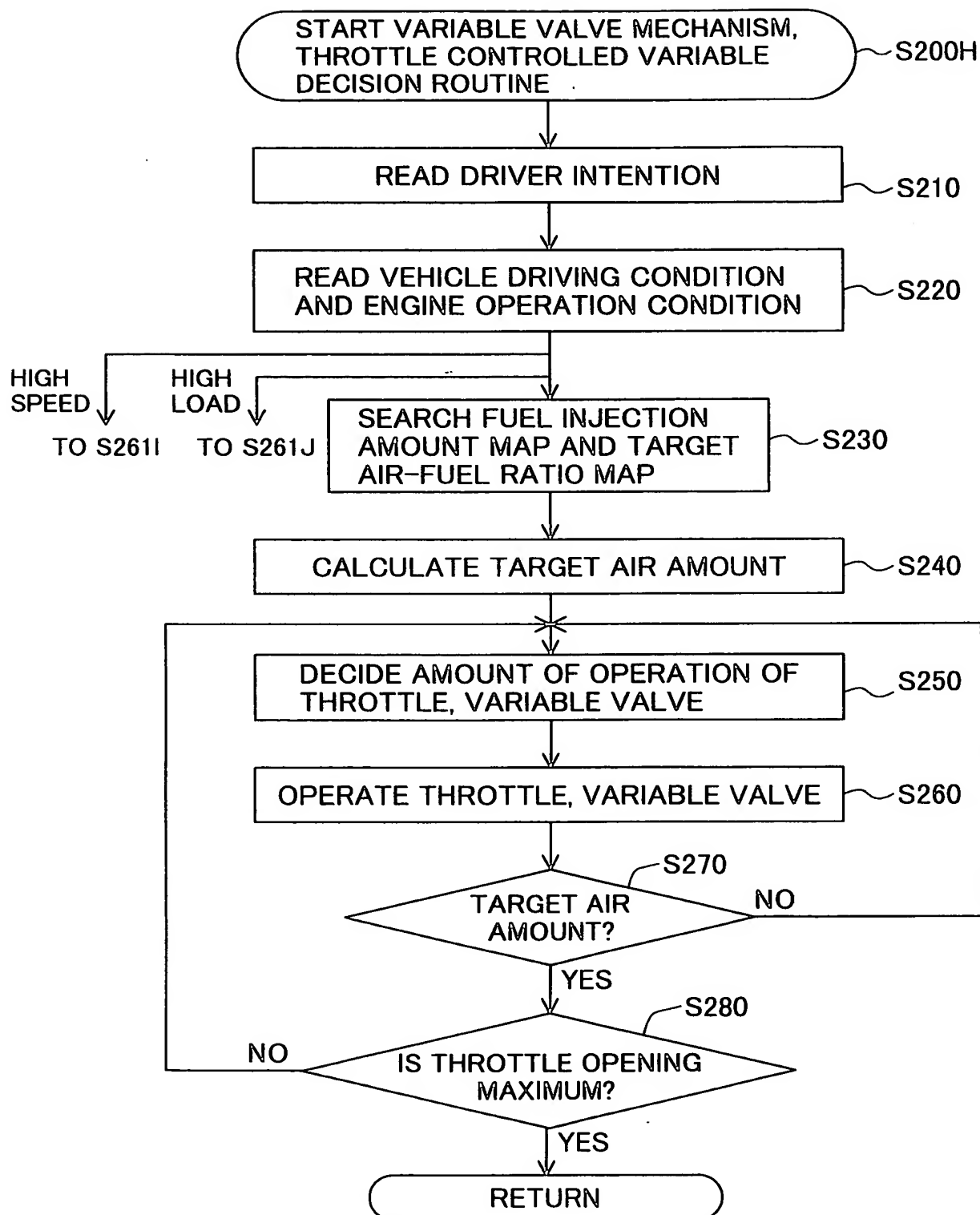


FIG.16

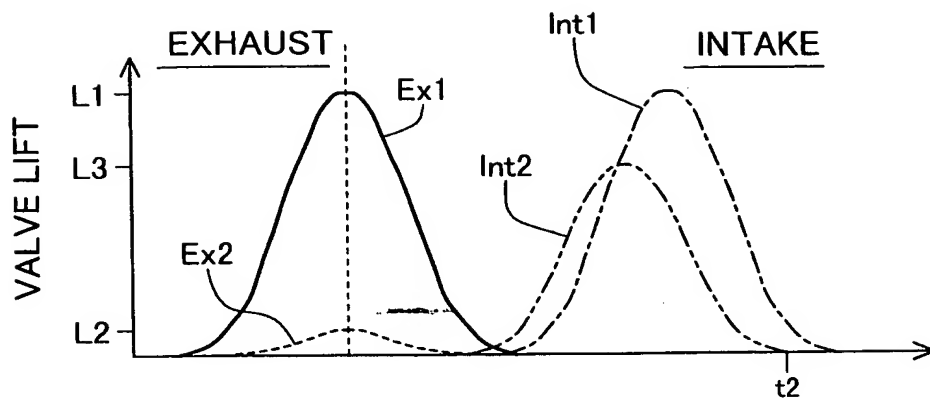


FIG.17

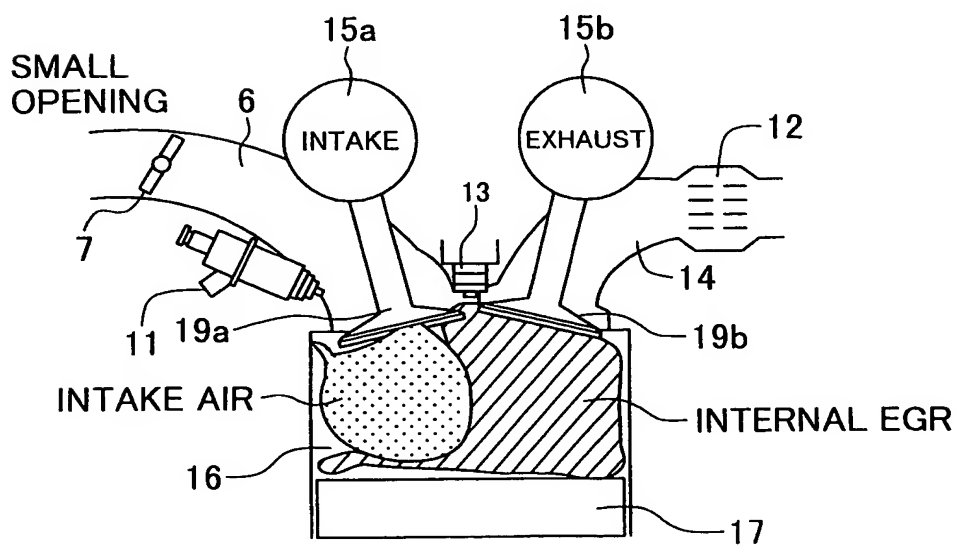


FIG. 18

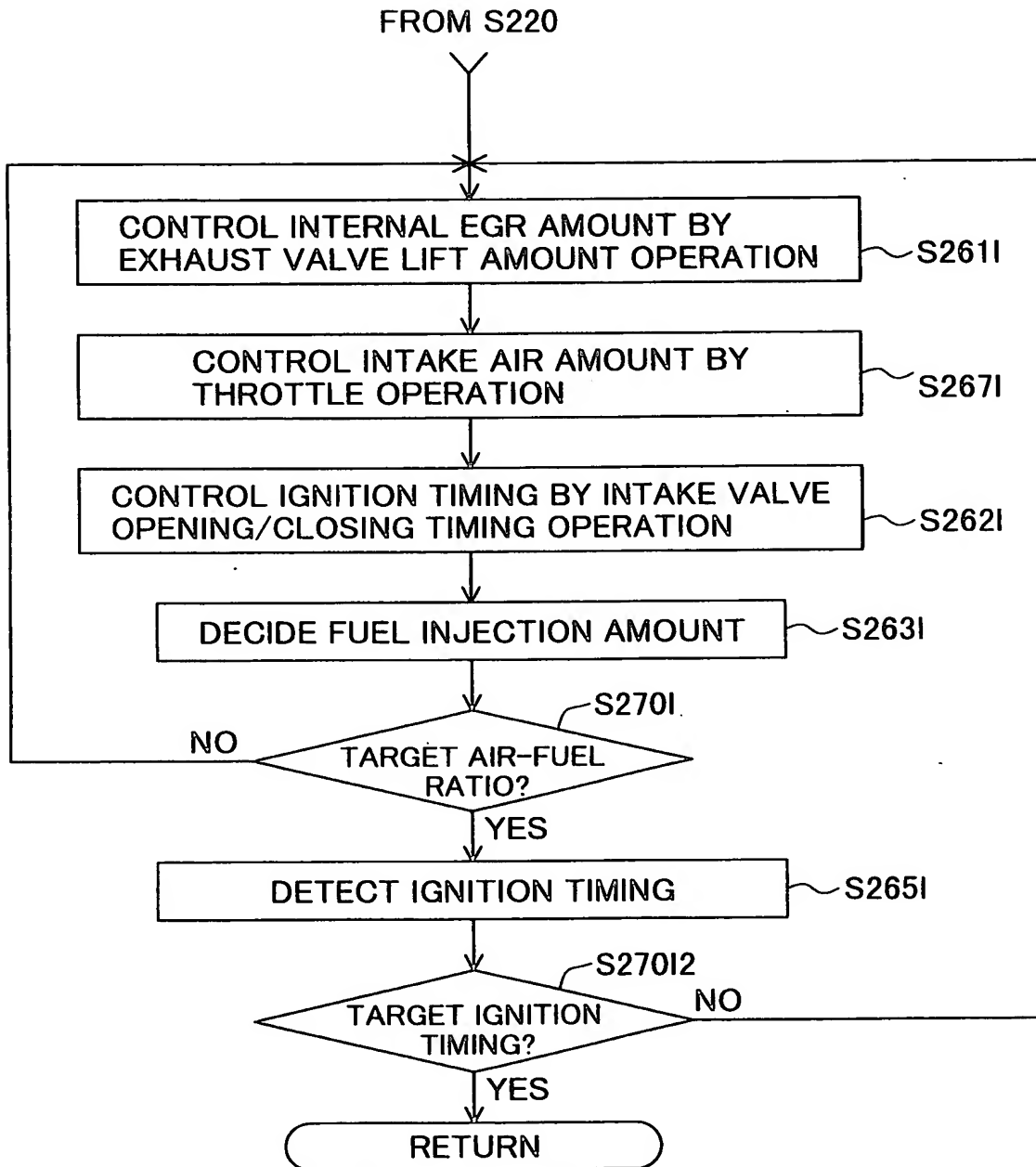


FIG.19

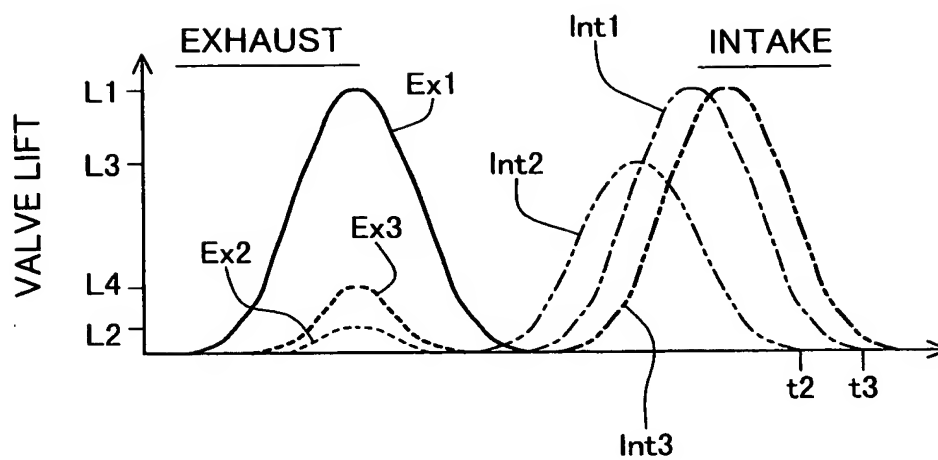


FIG.20

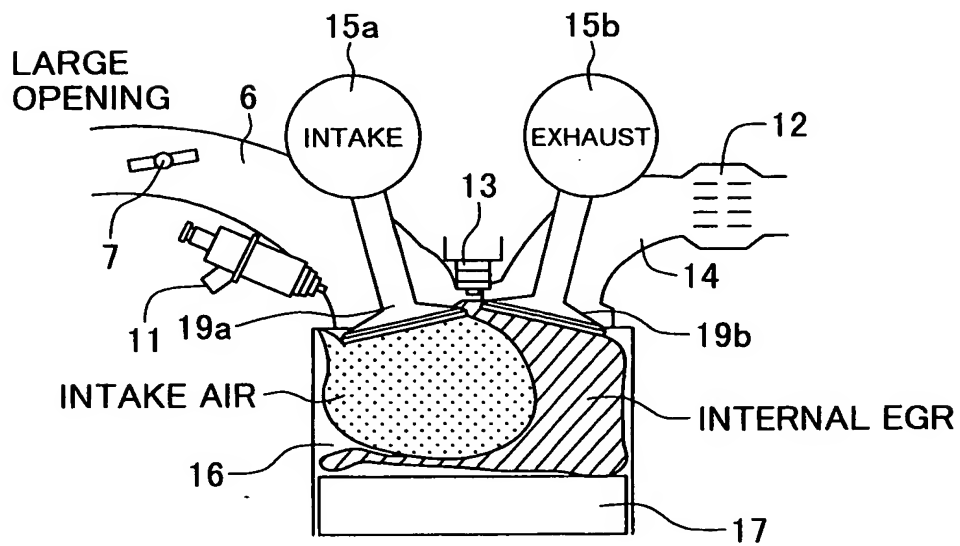


FIG. 21

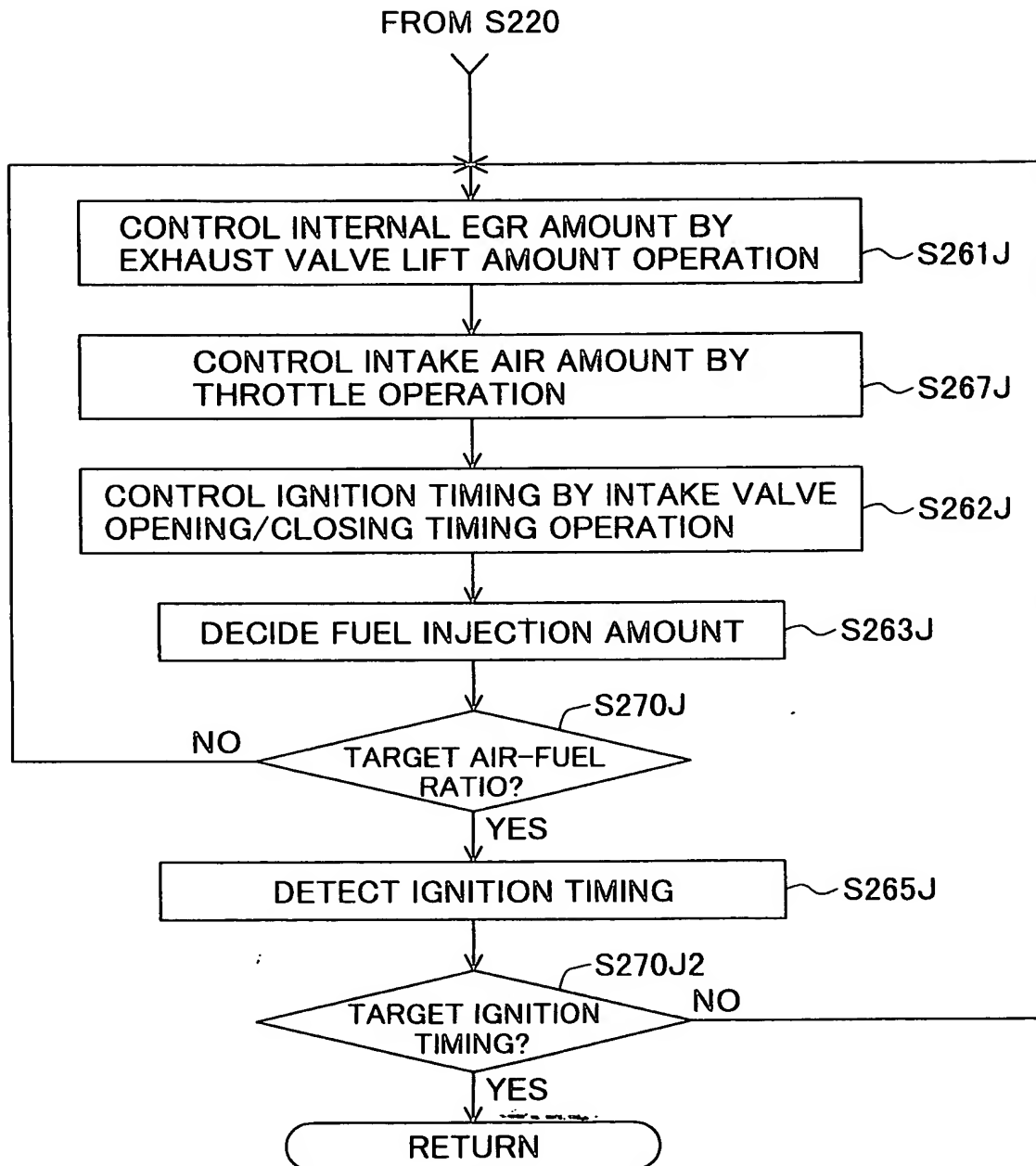


FIG.22

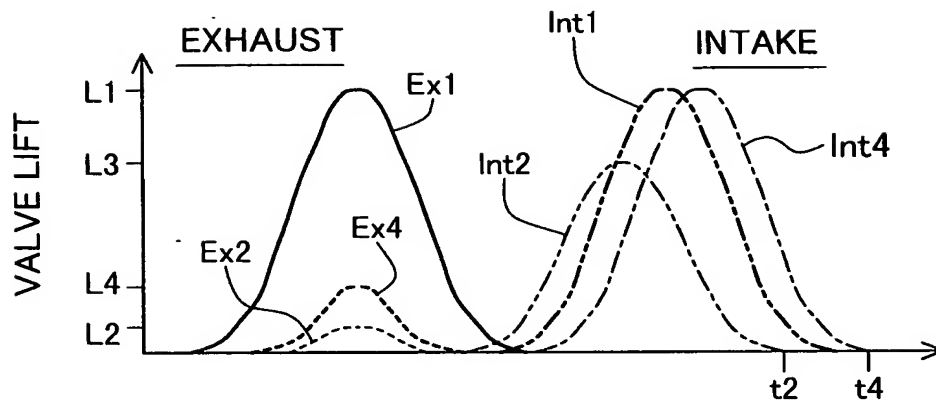


FIG.23

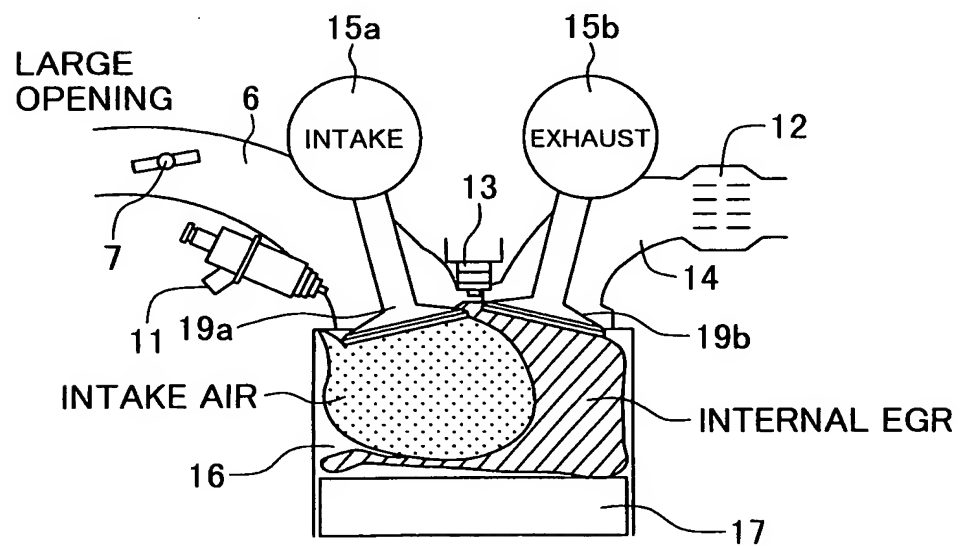


FIG.24

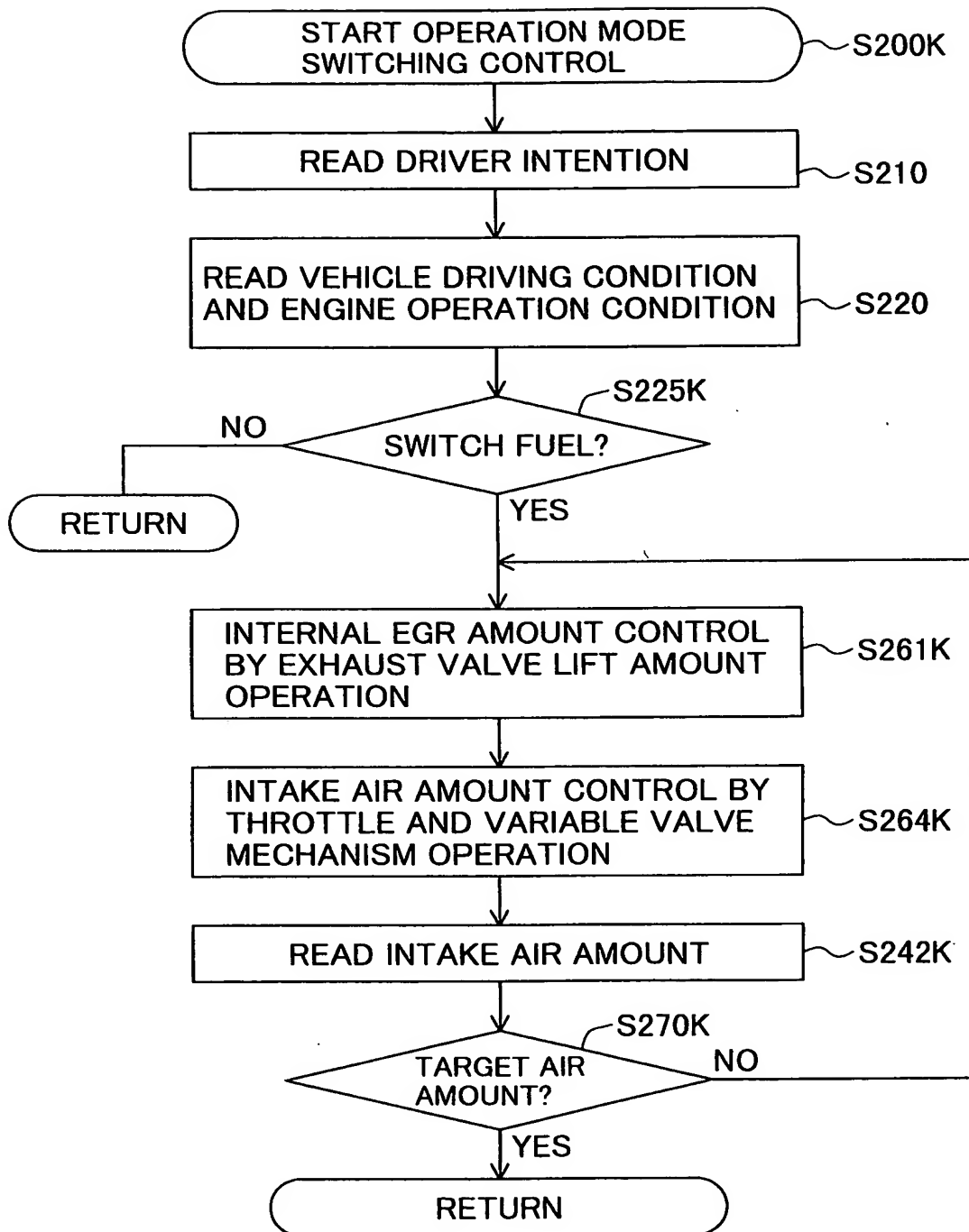


FIG.25

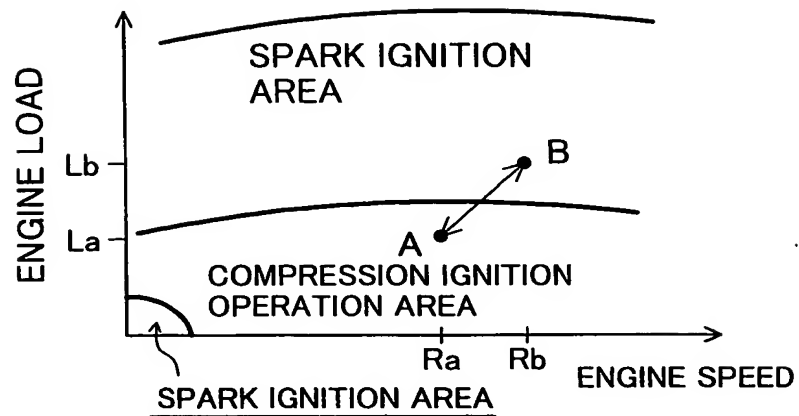


FIG.26A

INTAKE AIR
AMOUNT

FIG.26B

EXHAUST
OPENING
AREA

FIG.26C

INTERNAL
EGR
AMOUNT

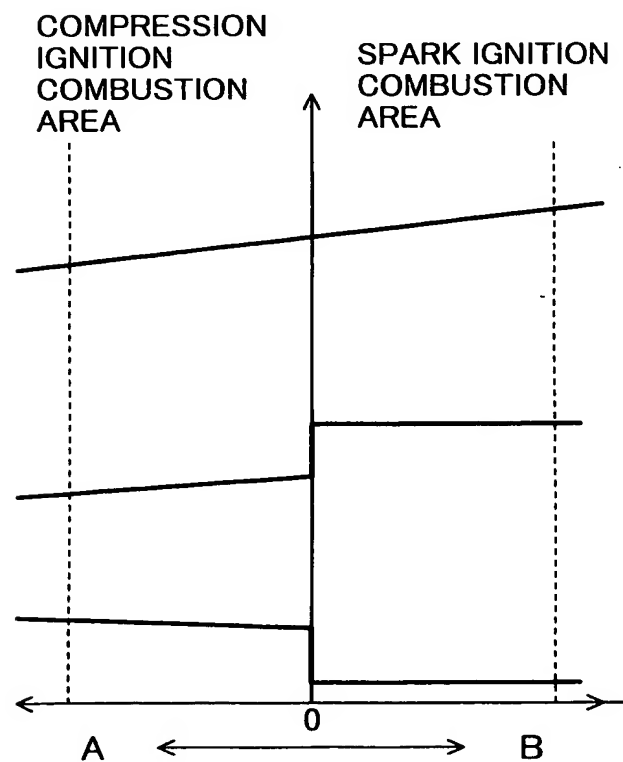
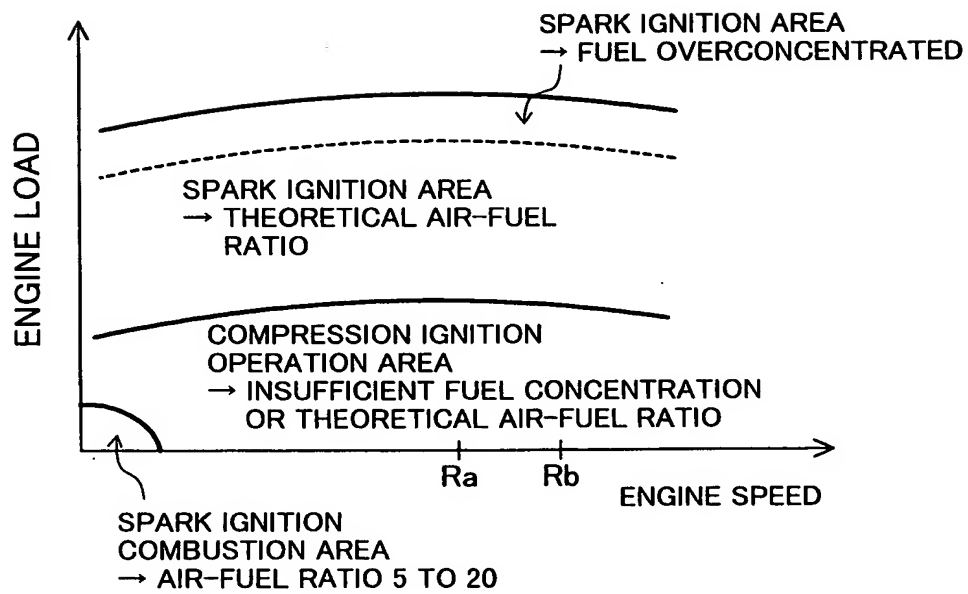
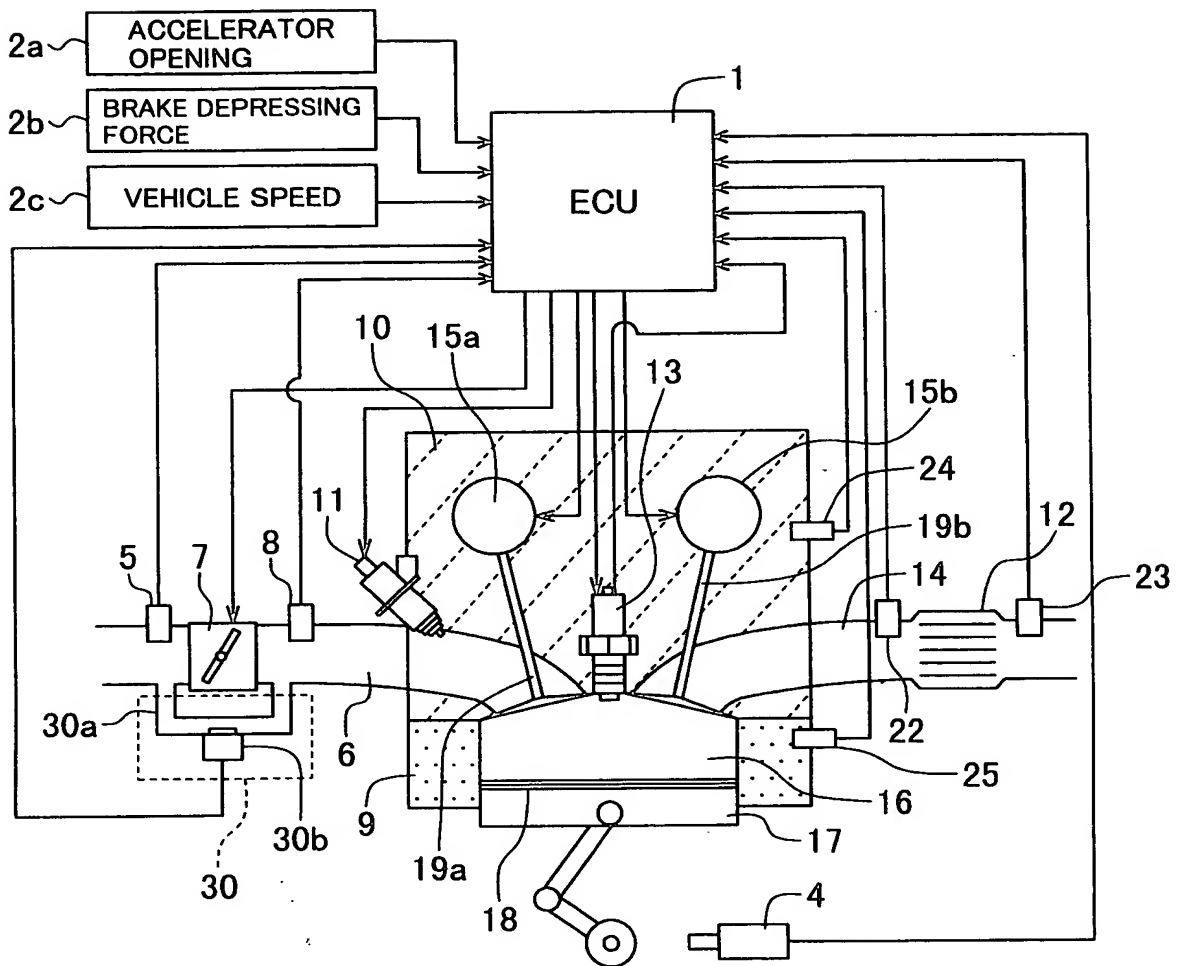


FIG.27





The diagram illustrates a vehicle control system. At the top, three input boxes are labeled: 2a ACCELERATOR OPENING, 2b BRAKE DEPRESSING FORCE, and 2c VEHICLE SPEED. These inputs feed into a central ECU (Electronic Control Unit) block. The ECU is connected to a network of lines that control various components. On the left, a dashed box labeled 32 contains a solenoid valve 32b and a compressor 32a. Air enters from the bottom (AIR) and is compressed into COMPRESSED AIR. This air is distributed through lines 5, 7, and 8 to various parts of the engine and transmission. The engine is shown with two cylinders, 15a and 15b, and a central crankshaft 13. A fuel injector 11 is shown spraying fuel into the engine. A transmission is shown at the bottom with a shift lever 4. The ECU controls the system through lines 10, 11, 12, 13, 14, 15a, 15b, 16, 19a, 19b, 22, 23, 24, and 25.

FIG.30

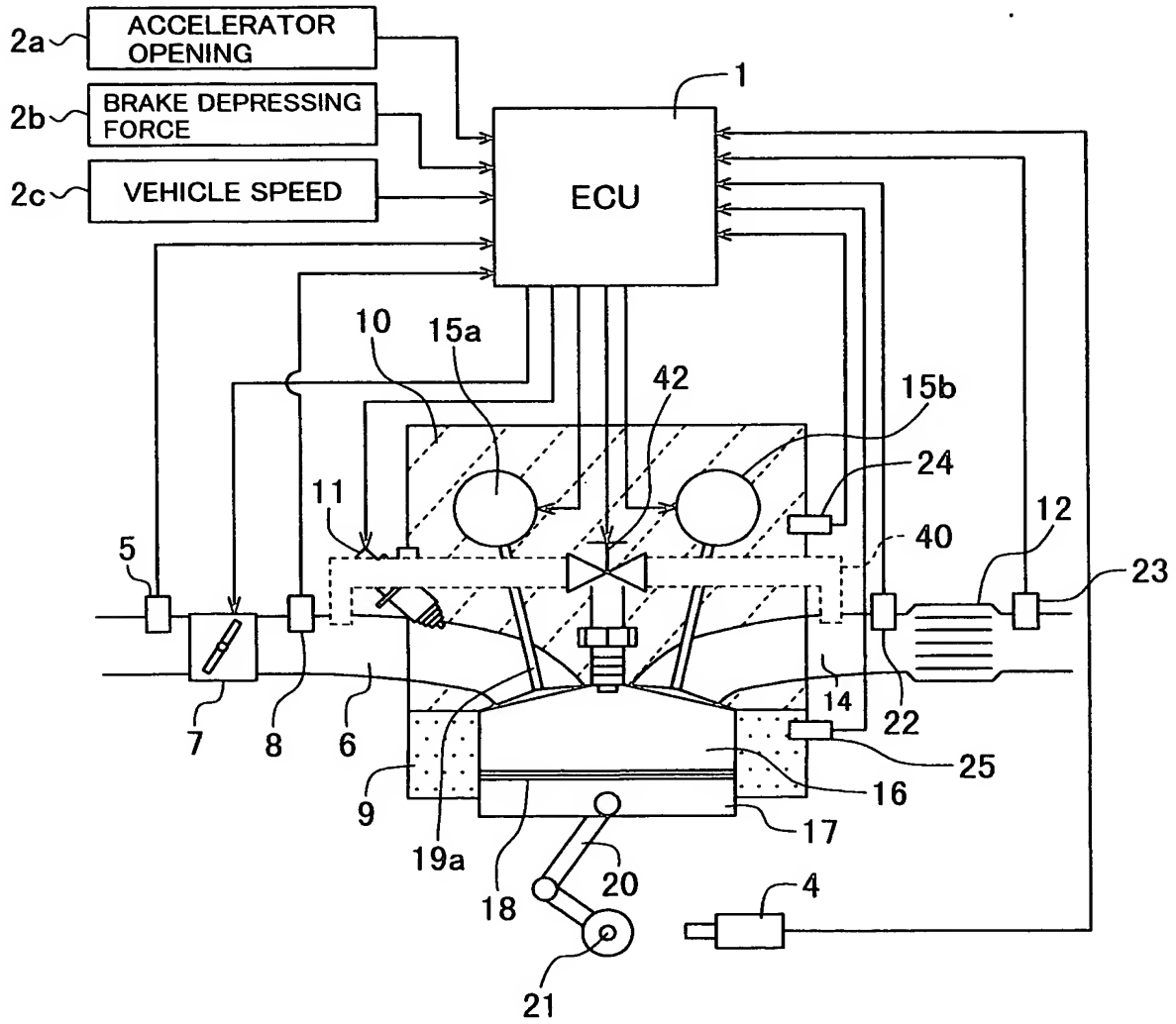


FIG.31

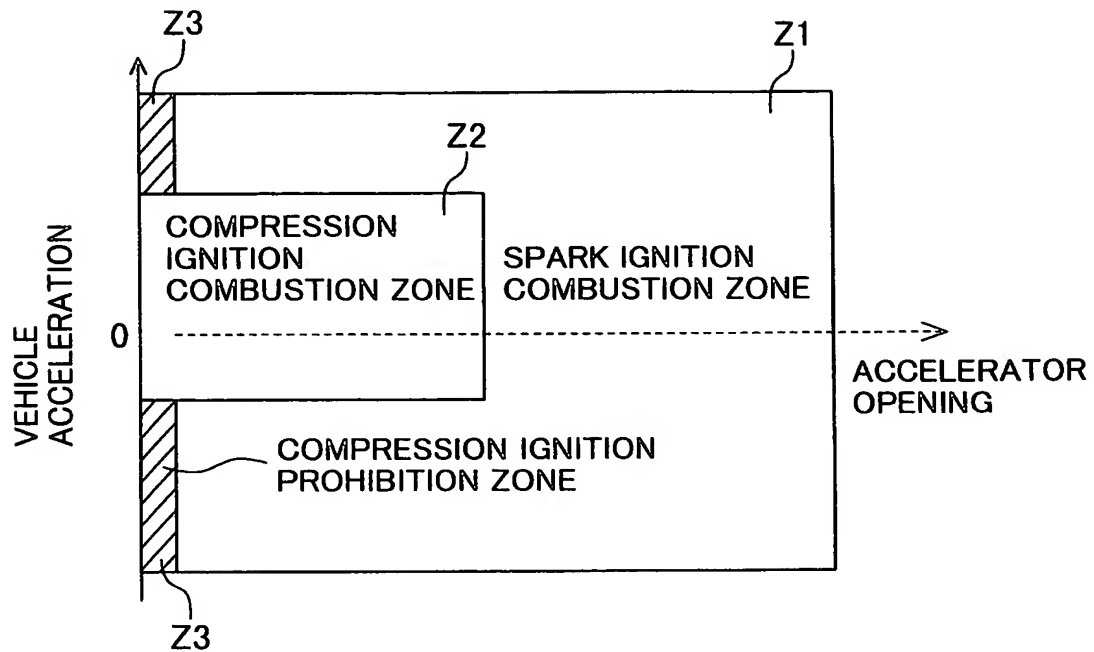


FIG.32

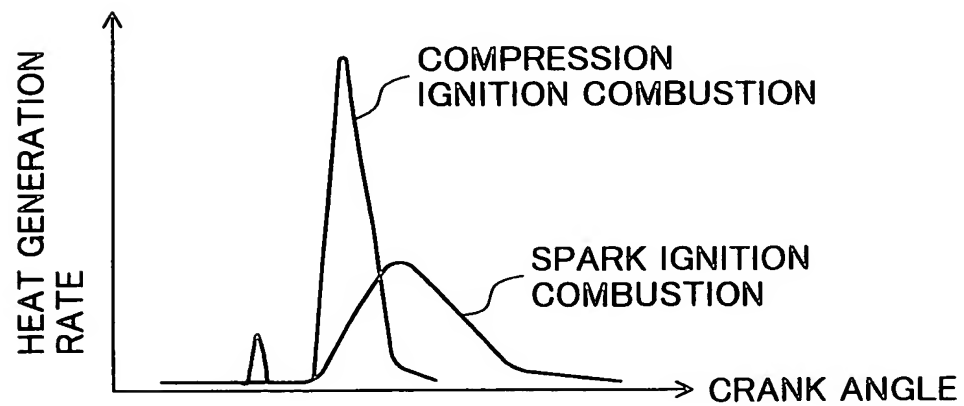


FIG.33

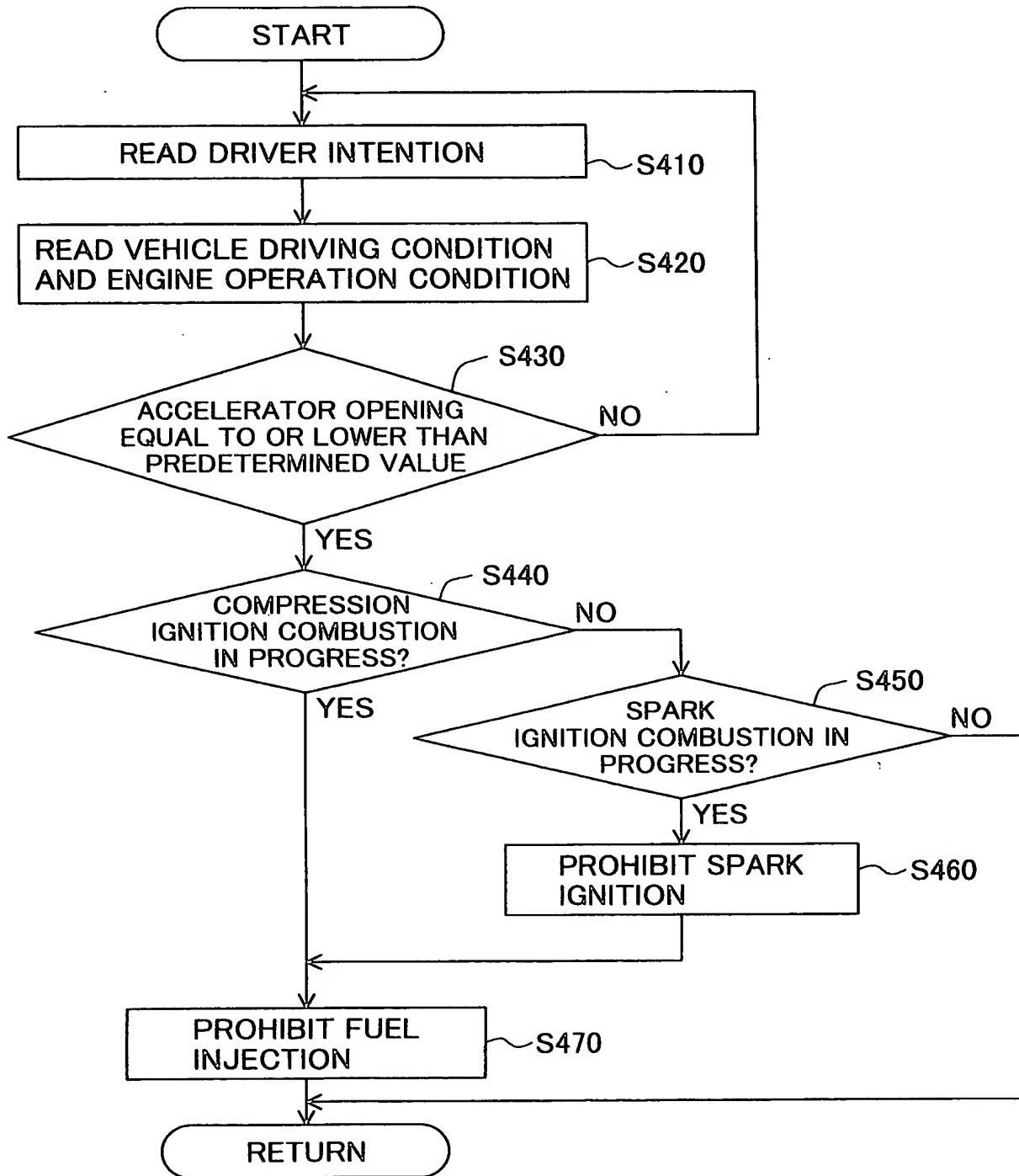


FIG.34

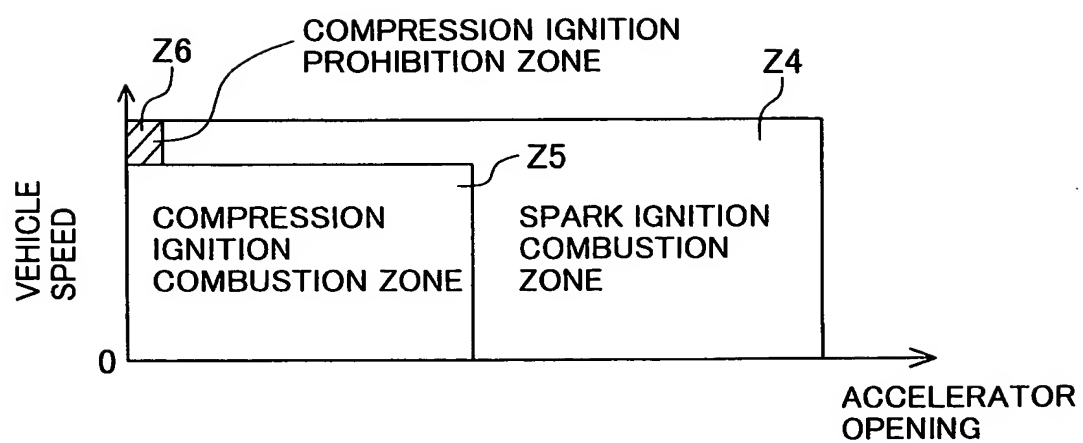


FIG.35

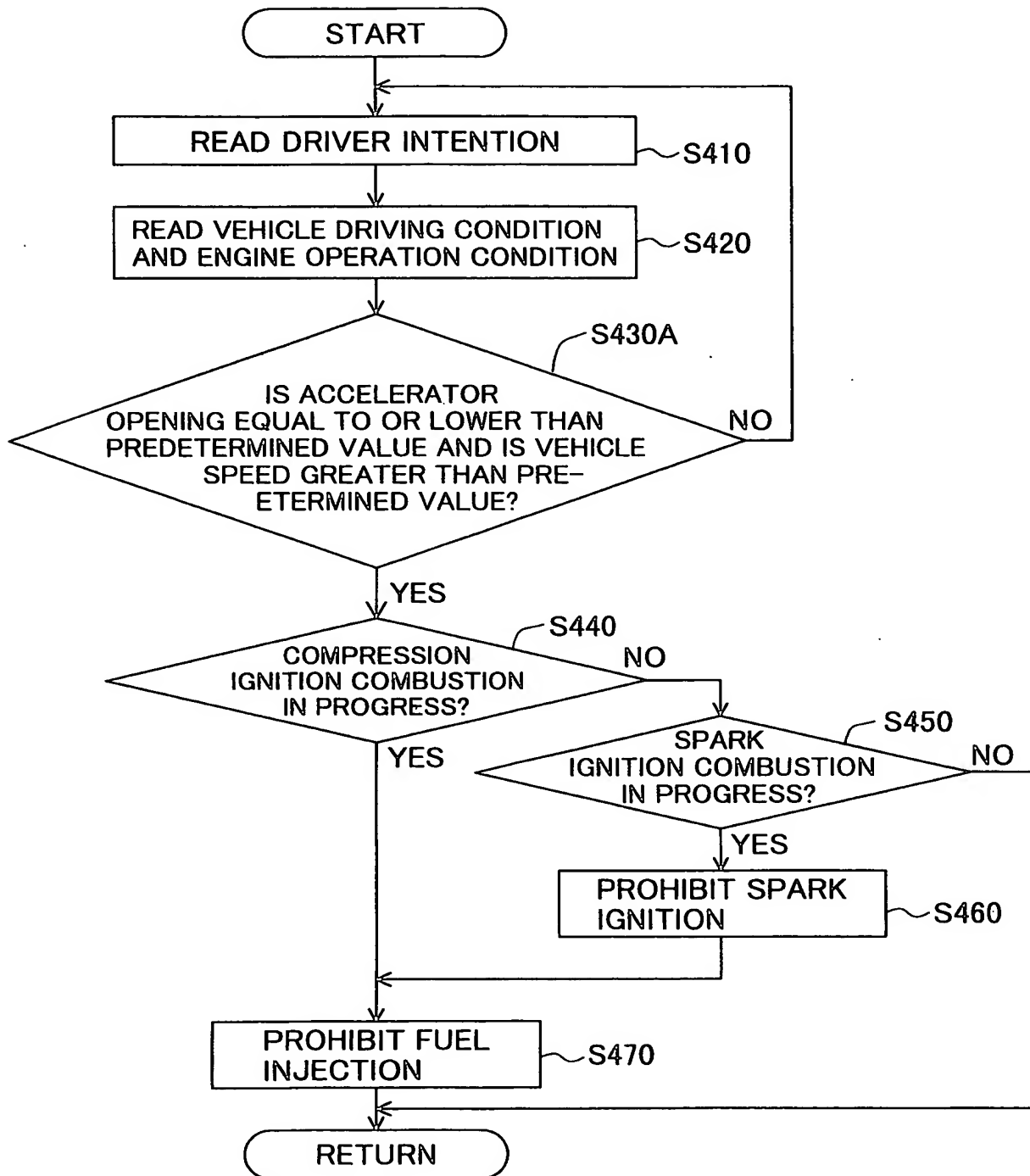


FIG.36

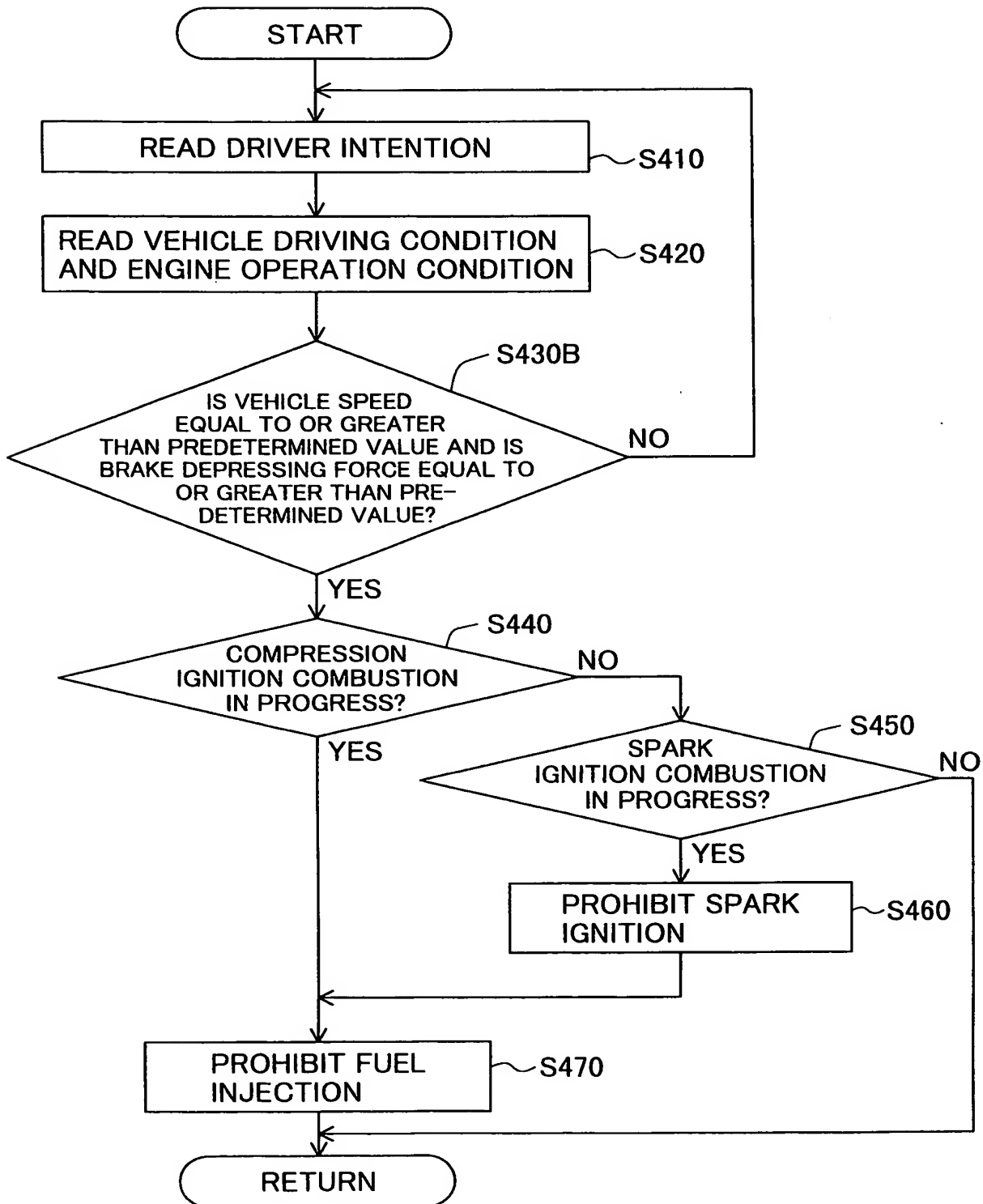


FIG.37

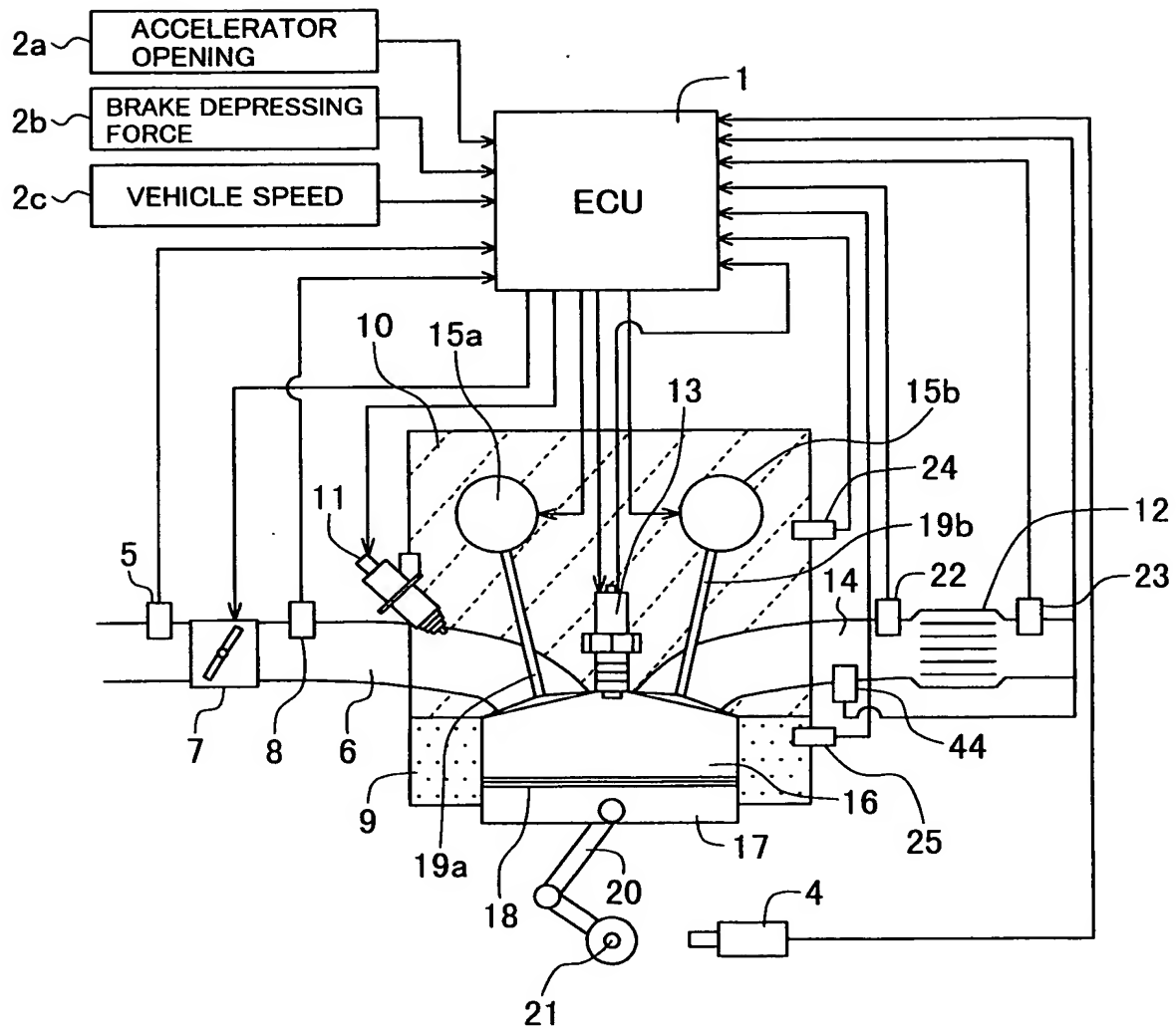


FIG.38

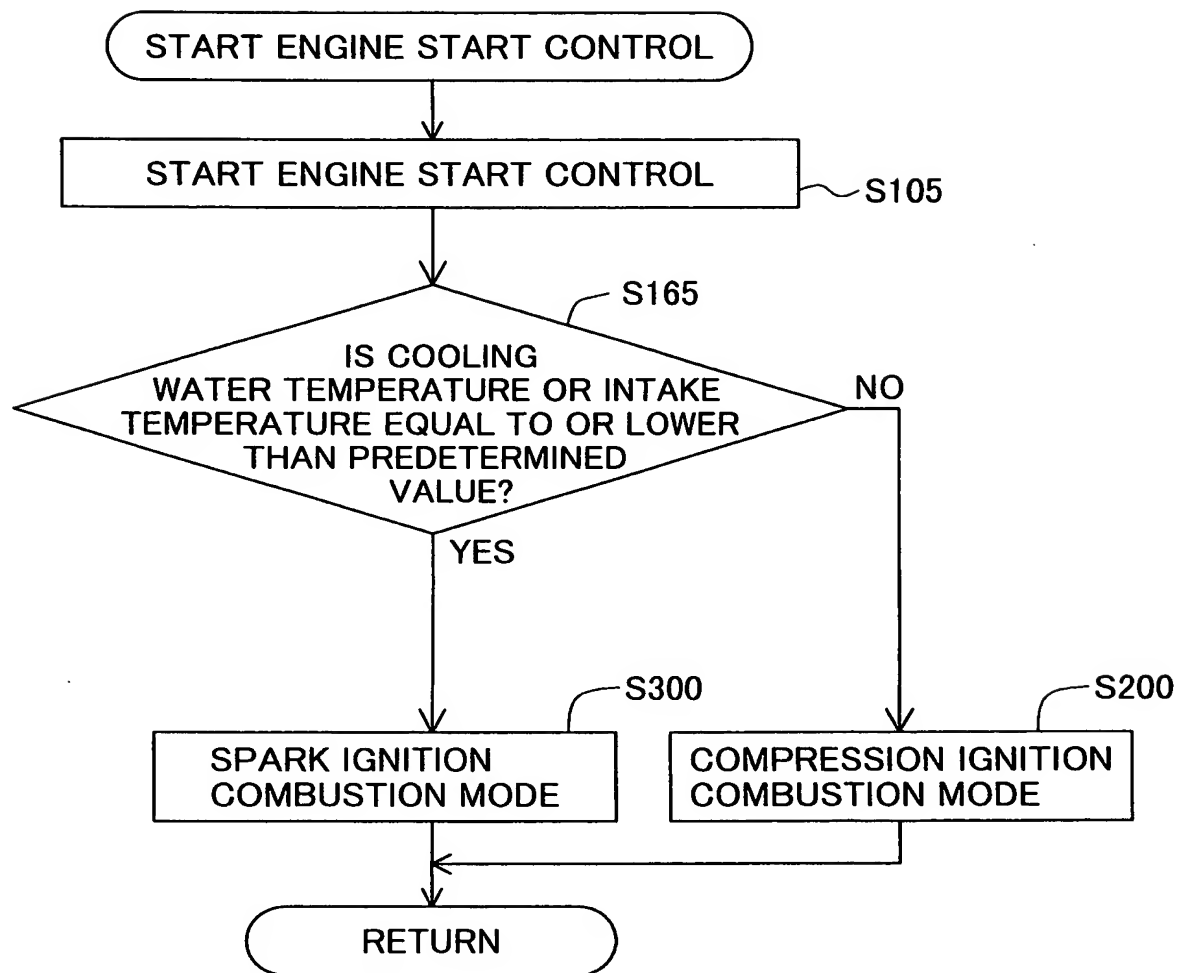


FIG.39

